

The Intelligencer.

CAMPBELL & M'DERMOT,

EDITORS AND PROPRIETORS.

TUESDAY MORNING, AUGUST 22.

It is gratifying to see the rapid revival of business in several of the southern cities. The journals of Mobile and New Orleans tell us that these cities, which are commonly so dormant through the hot season, are doing a winter business now in the summer. Cotton is coming in more abundantly than was anticipated. England and the north are so desirous of having it, that vessels are hurrying it away. The inhabitants in the interior are so destitute of the productions of "the outside world" that they are eager to purchase whatever they have the means to obtain. And many of them rake out from the ruins of their property more than they were supposed to have. There is therefore a good deal of activity in some of the southern seaports. We rejoice at this fact, not simply because it is a financial blessing to have business with the south revived, but also because the re-establishment of intimate commercial relations will do more than anything else to restore harmony between the north and the south, and to show the rebels that with the restoration of the Union comes the old prosperity, that in fact the Union means prosperity, while disunion meant only war and ruin.

THERE is a split among the Ohio Democrats. The regular State Convention will be held next Thursday at Columbus, and it is expected that Colonel or General George W. McCook, of Steubenville, will be the nominee for Governor. But a convention called the Democratic State Sovereignty Convention was held at Columbus on Thursday of last week, and Alexander Long, of Cincinnati, was nominated for Governor, and Chilton A. White, of Georgetown, for Lieutenant Governor. Both the nominees were formerly members of Congress, and were among the most thorough Copperheads that could be found. They and their followers are much like rebels, even now, that they didn't dare trust themselves at the regular convention, and so had a love feast by themselves. They adopted strong State sovereignty resolutions, just to keep their courage up. The result of the election will probably show them that the State sovereignty doctrine isn't a winning card just now.

Mrs. JEFFERSON DAVIS, her mother and sister, her sons Jeff and Bob and daughter Maggie, arrived at New York a few days ago from Savannah. The object of their trip, as they informed fellow passengers, is to place the children at some Canadian school for education, though Mrs. Howell (Mrs. Davis' mother) feared that they would not be able to get any further than New York, they were "such big rebels." Master Jeff talked a good deal about going to Europe, and said that when he got back he would show the Yankees what he could do. Mrs. Davis kept very quiet, it doubtless being one of the conditions of her taking the trip at this time that she should travel incognito as much as possible. Mrs. Howell and the children passed through Albany, Tuesday, for Montreal. While the party were stopping at the Delevan House several ladies went in and kissed the children.

In a speech at Chillicothe, Ohio, on Wednesday last General Schenck, in speaking of reconstruction in the South and the difficulties attending it, said that he had recently had a conference with President Johnson, in which the latter stated that he regarded the local civil governments established in the rebellious States merely as experiments to give the people an opportunity to show whether they are possessed of a truly loyal spirit and are disposed to act in good faith towards the national government. In the meantime he intended to keep sufficient military force in their midst to bring them to their senses if they manifested in their conduct a predominance of the old secession pro-slavery and rebellious leaven.

The full returns from the Kentucky election show that the senate will consist of twenty-one conservatives and seventeen emancipationists. The eastern part of the State shows some gains in the house of representatives, but it is hardly probable that there will be a majority of emancipationists in that branch. The worst thing about it is that Garrett Davis, or somebody just like him, will get elected to the United States Senate. The vote for State Treasurer is not yet announced, and in any case there will have to be a new election, as the democratic candidate, Mr. Garrard, died a few days ago. The other candidate is dangerously sick.

The Point Pleasant Register informs us that the engineers for the railroad route from Ceredo to Charleston, Kanawha county, have commenced work, and have surveyed and staked out about fourteen miles, beginning at Ceredo. The contractor is also now making grading arrangements for commencing grading immediately. As the route is a few years ago graded from Four Pole, four miles from Ceredo, nearly the whole distance to Charleston, it is believed the work will progress very rapidly, and contribute very materially to the prosperity of that section of country.

We notice in the Richmond *Whig* the advertisement of the Superintendent of the Virginia Military Institute, Lexington, in which Stonewall Jackson was a Professor, before the war. It is to be re-opened on the 24th of October. A meeting of the Board of Trustees is called to fill vacancies in the faculty occasioned by the death of Professors T. J. Jackson, R. B. Rhodes and S. Crutchfield. These Professors are perhaps better known as Stonewall Jackson, Gen. Rhodes and Col. Crutchfield.

THE CABLE.

Letter from on Board the Great Ship.

Giving Particulars of the Fatal Break—The Efforts that were Made to Recover the Lost Wires—But all in vain.

GREAT EASTERN, Aug. 2, 1865.

A sad, a memorable day in the annals of Atlantic telegraph.

After midnight the wind arose, accompanied by heavy showers of rain and dense drifts of fog, and increased to a strong gale to the south-west; and the ship scarcely felt it, and went on paying out the cable without hindrance at a high rate of speed—seven knots an hour. About daybreak the wind suddenly shifted to north-north-west, and fell to a light breeze, and at 8 a. m. the course was altered to north-west by west half west, the sea following. Morning broke in beautiful, and the cable ran out easily at the rate of seven miles an hour.

At 5:35 a. m., ship's time, the paddles were stopped, and at 5:45 the ship was stopped by orders from the telegraph office. The fact was, at 8 a. m. Greenwich time, or a minute after, whilst the electricians were passing the first half-hourly signals of currents to the shore, the galvanometer suddenly detected a flow of electricity which indicated a serious fault. The test gave no result as to locality, for the fault was very varying; but it was generally believed to be not far from the stern of the ship. It appears that while Mr. Cyrus Field was on the watch in the tank, a little before the time of the accident, a grating noise was audible as the cable flew over the coil astern. One of the experienced hands immediately said, "there is a piece of wire, and calls to the telegraph office above to pass the information; but no notice appears to have been taken of the circumstance. After the ship was stopped and the remainder of the fluke paid out, a piece of wire was seen projecting out of the cable in the fluke, underneath that in which the fluke was expected to exit, and on one of the men taking it in his fingers and trying to bind it down, the wire broke short off. It was nearly three inches long, and had evidently been of hard, ill-tempered metal, which had flown out through the threads in the tank. The discovery was in some measure a relief to the men's minds that one of the men taking it in his fingers and trying to bind it down, the wire broke short off. It was nearly three inches long, and had evidently been of hard, ill-tempered metal, which had flown out through the threads in the tank. The discovery was in some measure a relief to the men's minds that one of the men taking it in his fingers and trying to bind it down, the wire broke short off. It was nearly three inches long, and had evidently been of hard, ill-tempered metal, which had flown out through the threads in the tank.

Provisions to doing so two cuts were made in the cable, the first near the old splice, between the main and the fore tank. Cable all right. The second cut was three miles on board, which showed the fault to be overboard. The wire rope and the cable were wound around the cable forward, which showed a maximum strain of twenty-three and a half hundred weight; and at 9:50 o'clock, Greenwich time, the cable was severed and went over the stern, one thousand one hundred and sixty-six miles having been paid out when the end spliced into the water.

With a difficulty than usual in fact, with comparative facility—the cable was hauled in over the bows. At eight minutes past 10 o'clock A. M., Greenwich time, it had been hauled by the port side of the ship; and as the wind stood, she drifted over the course of the cable, but came up readily. The strain on the cable was very great, being from fifty to fifty-five hundred weight, although the latter figure represented the maximum, only reached on one occasion. We were, however, nearly in two thousand fathoms of water, but it was considered a favorable circumstance that we had not yet run in a few miles further, as we should then have been in the Atlantic plateau. As far as could be ascertained the ship was now over a gentle elevation, on the top of which there was only one thousand nine hundred and fifty fathoms of water.

The picking up was as usual, exceedingly tedious, and one hour and forty minutes elapsed before one mile was got on board. Then one of the engine's eccentric gear got out of order, so that a man had to stand by with a handspike, aided by a wedge of wood and a stout band, to assist the engine. Next the supply of steam failed, and when steam was got up it was found that there was not water enough in the boilers, and so the picking up ceased altogether. Then occurred the great misfortune.

Lunch was just over. Some had left the ship, and the accident occurred. The scientific gentleman had very much cheered up by their stating that they believed the fault was only six miles away, and so ere dead night falls we might hope to have the fault on board, make a new splice, and proceed on our way to the Straits of Dover. Mr. Canning appeared in the saloon, and in a manner which told all, said, "It is all over. It is gone," then hastened onward to the cabin. Ere the thrill of surprise and pain occasioned by those words had passed away, Mr. Field came from the companion into the saloon and said, with composed and calm manner, the circumstances, though his lips quivered and his cheek was blanched, "The cable has parted and has gone overboard." All were on deck in a moment, and there indeed a glance revealed the truth.

I will endeavor now to explain to you how the fatal accident occurred. I say fatal, for although as I write we are drifting down upon the spot in the hope of getting hold of the cable with grapnels, I scarcely venture to hope the attempt will be crowned with success. Let the reader turn his face toward a window, imagining that he is standing on the bow of the Great Eastern, and then, of course, on his right will be the starboard, and on his left the port side of the ship. When the cable was hauled around on the left hand side and passed over the four wheels, it was carried over a drum, which we must suppose to be behind the spectators, and coiled away just as it was delivered from the picking-up apparatus; but when the engines failed to work this apparatus of course the cable remained motionless; and as the ship was drifted by the wind from right to left, and slightly forward, at last the cable began to coil up to the drum, and under the forefoot of the ship. There are at the bows of the Great Eastern two large hawser holes, the iron rims of which project for more than a foot beyond the line of the stem. Against one of them the cable caught on the left hand side, while the ship kept moving to the left, and thus chafed and strained the cable greatly against the bow. The Great Eastern could not go astern lest the cable should be snapped, and without motion some way there is no power of steering. At this critical moment, too, the wind shifted so as to render it more difficult to keep the head of the ship to the cable, which then chafed so much that in two places damage was done to it. A shackle chain and a wire rope belonging to one of the cable buoys were passed over the hawser holes. These were hauled so as to bring the cable to the right hand side of the boat, the ship still drifting to the left. It was necessary to do this instead of veering away, as we were near the end of the cut of the cable in the boat. There is a large iron wheel with a deep groove, and the circumference technically "V" wheel, from the groove, by the side of which is a "Re-

New Inventions.

MUSICAL GOODS.

STATIONERY.

AT COST.

CONTEMPLATING A CHANGE IN MY

business, I will offer from this date my entire stock of Musical Goods and Stationery

AT COST, FOR CASH ONLY.

JESSE B. MELLOR.

139 Main Street.

AGENTS WANTED.

FOR

"The Secret Service, The

Field, The Dungeon, and

The Escape."

By Albert D. Richardson.

No. 1 Tribune Correspondent.

THE MOST INTERESTING AND EXCITING

book ever published, embracing Mr.

Richardson's unparalleled experience for four

years traveling through the South in the

secret service of the Tribune at the outbreak

of the war, with our armies and through the

South and West, during the first two years of

the Rebellion, his thrilling capture, his confinement

for twenty months in seven different

rebel prisons, his escape, and almost miraculous

journey by night of nearly 400 miles. It will

abound in stirring events, and contain

more of the best and truest history of the

war than any other yet published.

Teachers, ladies, energetic young men, and

especially retired and disabled officers and

soldiers, will find it peculiarly adapted to their

condition. We have agents clearing \$150 per month,

which we will prove to any doubting applic-

ant. Send for circulars. Address

JONES, BROS. & CO.,

N. E. cor. 6th and Minor Sts. Phila., Pa.

aug21-1w

FOR PARKERSBURG.

IN PLACE OF BAYARD.

The fine passenger packet LEO-

NORA, N. Y. Capt. Davis, will leave

above, Tuesday, the 22nd inst.,

at 5 o'clock P. M.

For freight or passage apply on board or to

W. J. C. ANDERSON, Agent.

aug21-1w

FOR CINCINNATI.

The fine passenger packet, LEX-

INGTON, Capt. J. W. Black, will

leave above on Wednesday, the

22nd inst., at 5 o'clock P. M.

For freight or passage apply on board or to

BOTH, BATTLE & CO., Agents.

aug21-1w

FOR CINCINNATI.

(In place of the Steamer Potomac.)

The fine steamer PINE GROVE,

Capt. L. H. Bryson, will leave

above, Tuesday, the 22nd inst.,

at 5 o'clock P. M.

For freight or passage apply on board, or to

BOTH, BATTLE & CO., Agents.

aug21-1w

FOR CINCINNATI.

The fine passenger packet LAN-

CASTER, Capt. J. W. Black, will

leave above, Wednesday, the 22nd inst.,

at 5 o'clock P. M.

For freight or passage apply to

W. J. C. ANDERSON, Agent.

aug21-1w

WE THE UNDERSIGNED, DESIRE IN

behalf of the citizens and returned sol-

diers of Martinsville, Belmont county, Ohio,

to return our sincere thanks to Lieut. George

Keefer, and the members of company "I,"

12th N. Y., for their assistance in the funeral

ceremonies of Lieut. George Armstrong, late

Lieutenant in the 1st Va. Cavalry.

LIEUT. N. M'KEE,

A. F. DRAN,

J. F. HANES,

H. H. HENDRICKS,

Committee.

aug21-1w

WANTED, CORRESPONDENCE.

A GENTLEMAN WISHES TO CORRES-

pond with a young lady, with a view of

becoming acquainted. None but fun-loving

girls need reply.

W. S. KILLICK WILLIAMS,

Wheeling P. O., W. Va.

aug21-1w

NOTICE TO SHIPPERS AND TRAV-

ELERS.

For New Martinsville, Martinsville, N.

Y., Marietta, and Parkersburg.

(IN PLACE OF THE EXPRESS.)

The new and elegant light draught

steamer NEW STATE, Capt. John

McIntire, Jr., will run as a Regular

Packet between Wheeling and Parkersburg,

leaving Wheeling every Tuesday, Thursday,

and Saturday at 10 o'clock A. M.

For freight or passage, and the superior ac-

commodations, apply on board, or to

BOTH, BATTLE & CO., Agents.

aug21-1w

Commissioner's Notice.

IN CHANCERY, IN THE CIRCUIT

Court for Ohio County, West Virginia:

Alexander Heyman,

Alonso Loring,

Administrators of the Estate of Jefferson L.

Sangston, Deceased.

By virtue of a decree made and entered in

the said Court on the 24th day of May, 1865,

adjudged, ordered, and decreed that this cause

be referred to one of the Commissioners of this

New Inventions.

MUSICAL GOODS.

STATIONERY.

AT COST.

CONTEMPLATING A CHANGE IN MY

business, I will offer from this date my entire stock of Musical Goods and Stationery

AT COST, FOR CASH ONLY.

JESSE B. MELLOR.

139 Main Street.

AGENTS WANTED.

FOR

"The Secret Service, The

Field, The Dungeon, and

The Escape."

By Albert D. Richardson.

No. 1 Tribune Correspondent.

THE MOST INTERESTING AND EXCITING

book ever published, embracing Mr.

Richardson's unparalleled experience for four

years traveling through the South in the

secret service of the Tribune at the outbreak

of the war, with our armies and through the

South and West, during the first two years of

the Rebellion, his thrilling capture, his confinement

for twenty months in seven different

rebel prisons, his escape, and almost miraculous

journey by night of nearly 400 miles. It will

abound in stirring events, and contain

more of the best and truest history of the

war than any other yet published.

Teachers, ladies, energetic young men, and

especially retired and disabled officers and

soldiers, will find it peculiarly adapted to their

condition. We have agents clearing \$150 per month,

which we will prove to any doubting applic-

ant. Send for circulars. Address

JONES, BROS. & CO.,

N. E. cor. 6th and Minor Sts. Phila., Pa.

aug21-1w

FOR PARKERSBURG.

IN PLACE OF BAYARD.

The fine passenger packet LEO-

NORA, N. Y. Capt. Davis, will leave

above, Tuesday, the 22nd inst.,

at 5 o'clock P. M.

For freight or passage apply on board or to

W. J. C. ANDERSON, Agent.

aug21-1w

FOR CINCINNATI.

The fine passenger packet, LEX-

INGTON, Capt. J. W. Black, will

leave above on Wednesday, the

22nd inst., at 5 o'clock P. M.

For freight or passage apply on board or to

BOTH, BATTLE & CO., Agents.

aug21-1w

FOR CINCINNATI.

(In place of the Steamer Potomac.)

The fine steamer PINE GROVE,

Capt. L. H. Bryson, will leave

above, Tuesday, the 22nd inst.,

at 5 o'clock P. M.

For freight or passage apply on board, or to

BOTH, BATTLE & CO., Agents.

aug21-1w

FOR CINCINNATI.

The fine passenger packet LAN-

CASTER, Capt. J. W. Black, will

leave above, Wednesday, the 22nd inst.,

at 5 o'clock P. M.

For freight or passage apply to

W. J. C. ANDERSON, Agent.

aug21-1w

WE THE UNDERSIGNED, DESIRE IN

behalf of the citizens and returned sol-

diers of Martinsville, Belmont county, Ohio,

to return our sincere thanks to Lieut. George

Keefer, and the members of company "I,"

12th N. Y., for their assistance in the funeral

ceremonies of Lieut. George Armstrong, late

Lieutenant in the 1st Va. Cavalry.

LIEUT. N. M'KEE,

A. F. DRAN,

J. F. HANES,

H. H. HENDRICKS,

Committee.

aug21-1w

WANTED, CORRESPONDENCE.

A GENTLEMAN WISHES TO CORRES-

pond with a young lady, with a view of

becoming acquainted. None but fun-loving

girls need reply.

W. S. KILLICK WILLIAMS,

Wheeling P. O., W. Va.

aug21-1w

NOTICE TO SHIPPERS AND TRAV-

ELERS.

For New Martinsville, Martinsville, N.

Y., Marietta, and Parkersburg.

(IN PLACE OF THE EXPRESS.)

The new and elegant light draught

steamer NEW STATE, Capt. John

McIntire, Jr., will run as a Regular

Packet between Wheeling and Parkersburg,

leaving Wheeling every Tuesday, Thursday,

and Saturday at 10 o'clock A. M.

For freight or passage, and the superior ac-

commodations, apply on board, or to

BOTH, BATTLE & CO., Agents.